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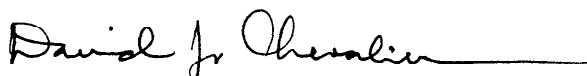
Docket Management System,
U.S. Department of Transportation
Room PL 401, 400 Seventh St. SW.,
Washington, DC.

RE: Docket Number FAA-2001-8690 - 29
Notice No. 01-01; National Parks Air Tour Management

I was one of eight members who regularly participated in the National Park Overflights Working Group (NPOWG). One of my greatest frustrations was our deadlock over the triggering altitude at which an Air Tour Management Plan (ATMP) would apply. We spent an inordinate amount of time arguing over who would and would not be "captured" by this rule, although considering the altitudes that rotary wing aircraft operate on tours it was a forgone conclusion that this segment would be covered in any ATMP. I feel that some important details of the ATMP process itself were consequently short-shifted. Those unattended details will now need to be addressed as the individual ATMP processes go forward.

One of the most significant areas of contention will be the determination of Park overflight allotments during the IOA (Interim Operating Authority) period. These are of great importance to the Air Tour Operators (Operators). Although the rule freezes the numbers of operations at a defined, historic activity level during this period, it does not specify how that history be documented. This leaves the door open for maneuvering by Operators to maximize the allotment of slots. It is unjust to allow the cleverest Operators to win more slots than they rightfully own. It is unreasonable to put Operators in a position where such maneuverings are possible as it ensures that honest operators will be penalized in relation to the unscrupulous who would grab more than their due. Lawsuits between the competitors would be the inevitable result. Because of this potential for manipulation it is vital that the allotment for operations is determined by objective, factual criteria. The objective analysis should be done by an outside entity to ensure accurate, historical data, which is above reproach. I suggest that financial records will give guidance if they can be segregated for tours of a particular Park. Many Operators have multiple locations and various tours, where some do and some do not include a Park overflight. Airport landing fee records should be obtained as well as Park overflight fee payment records (where applicable).

Thank you,



David J. Chevalier